



[illegible]

DESTROYER No. 266  
Limo - from No. 251.

GENERAL INFORMATION. (ORIGINAL DESIGN DATA)  
FOR ACTUAL CONDITIONS SEE INCLINING EXPERIMENT.  
BETWEEN PERPENDICULARS (F.P. AND STA 40) 310.0

PROJECTION FORD OF F.P.	3'-0"
PROJECTION AFT OF STA 40	1'-4 1/2"
LENGTH OVER ALL	31'-4 1/2"
LENGTH ON DWL	30'-11 1/2"
LENGTH OF STRAIGHT KEEL (FR. 7 TO PR. 15)	247'-4"
BREADTH - MOLDED EXTREME	30'-11 1/2"
BREADTH - EXTREME OVER GUARDS	31'-0 1/2"
BREADTH - MOLDED AT TRIAL W.L.	30'-0 1/2"
RATIO - LENGTH TO BEAM	10:15
DRAFT - DESIGNERS W.L. TO BOTTOM OF KEEL	9'-5"
DISPLACEMENT TO DWL IN TONS	1218
DEPTH - MOLDED MAIN DECK AT FORD (9" AFT OF M.P.)	20'-0"
DISPLACEMENT - TONS PER INCH AT 9" DRAFT	1560
AREA - MIDSHIP SECTION TO DWL 8'-4" IN SQ FT.	22300
AREA - DWL PLANE	6590
AREA - WETTED SURFACE TO 4'-6" W.L.	10490
BREADTH AT DWL (MOLDED + 1/2" THICKNESS OF PLATING)	30'-5"

CG FWD OF FR 89	9' 4 1/2" W.L.	10' 0"
CG OF DWL PLANE AFT OF FR 89 (WHICH IS 9' AFT OF PIP)		6'-4 3/4"
TRANSVERSE METACENTRE ABOVE CG	8.5" LONGITUDINAL METACENTRE ABOVE CG	3.5"
COEFFICIENT OF FINENESS, $\frac{S}{S_0}$	BLOCK	4.77
	MID-SECTION	7.88
	DWL	6.66
	CYLINDRICAL	1.77
RUDER AXIS FWD OF STA. 40		6'-4 3/4"
NO. OF FRAMES SPACING 21"		166
NO. OF WT COMPTS		21
SHAFT STRUTS FORD OF A/P		4.3
SHAFTS INCLINE DOWN AND AFT P & S		5° 35' 14"
SHAFTS DIVERGE FROM E OF SHIP P & S		2° 42' 33"
E OF SHAFT FROM E OF SHIP AT FR 99		2' 7"
	ABOVE MOLED BASE AT FR 99	10'-4 1/2"
	130	9' 0"
PROPELLERS, TWO 3 BLADED		DIA
	PITCH	9 1/4"
	EXPANDED AREA IN SQ FT	48.9
	PROJECTED	37.6
	E FORD IN A/P	17' 0"

### MAIN PROPELLING MACHINERY

THERE ARE TWO PROPELLING SHAFTS AND PROPELLERS, EACH DRIVEN THRU REDUCTION GEAR BY ONE HIGH PRESSURE, INTERMEDIATE PRESSURE AND LOW PRESSURE HIGH SPEED CURTIS TURBINES.

THE TURBINES DRIVING THE STARBOARD PROPELLER ARE LOCATED IN THE AFTER ENGINE ROOM, THOSE FOR THE PORT PROPELLER IN THE FORWARD ENGINE ROOM.

THE HIGH PRESSURE AND INTERMEDIATE PRESSURE TURBINES ARE ARRANGED IN TAILLINE AND CONNECTED DIRECTLY TO THE OUTBOARD PINION OF EACH REDUCTION GEAR AND THE LOW PRESSURE AND ASTERN TURBINES, BOTH IN ONE CASING ARE CONNECTED DIRECTLY TO THE INBOARD PINIONS THE INBOARD AND OUTBOARD PINIONS, BOTH IN ONE CASING, DRIVE ONE MAIN GEAR WHICH IS COUPLED DIRECTLY TO THE LINE SHAFT.

CONDENSERS.

TWO CONDENSERS CURVED TUBE TYPE

TOTAL COOLING SURFACE ALL CONDENSERS (SQ. FT.) \_\_\_\_\_ 1519

FOUR YARROW EXPRESS TYPE	185	PRESSURE (WORKING)	265
TOTAL HEATING SURFACE	50 FT		2,390
NO OF OIL BURNERS (12 PER BOILER)			48
DIA OF MAIN STEAM PIPE			10
FOUR FUNNELS HEIGHT ABOVE KEEL (AVERAGE)			47.6

4-4\* GUNS MARK TK MOUNT MARK XII  
 NO1 MAIN PK - FR 20 - 4 - TRAIN 90° FORD 65° AFT P 8 S  
 TOP OF WALK  
 NO2 DECK HOUSE - FR 76 - PORT - TRAIN 87½° FORD 85° AFT PORT  
 TOP OF GALLEY  
 NO3 DECK HOUSE - FR 76 - STBD - TRAIN 87½° FORD 85° AFT STBD  
 TOP OF DECK  
 NO4 HOUSE RFT - FR 152 - 4 - TRAIN 93° AFT 55 FORD P 8 A

1-3\* GUN ANTI AIRCRAFT  
 NO1 MAIN DECK - - - - - FR 162 4

NO. 1	MAIN DECK	FR. 98	PORT	TRAIN	60°	FORD	60°	AFT
NO. 2	"	"	"	106	STBD	"	60°	"
NO. 3	"	"	"	127	PORT	"	60°	"
NO. 4	"	"	"	130	STBD	"	60°	"

1 COMMANDING OFFICER		
5 WARDROOM OFFICERS	CREW	115
10 CHIEF PETTY OFFICERS	TOTAL ON BOARD	131

1-24' MOTOR SAILING LAUNCH	NO. OF MEN	19
1-24' WHALE BOAT	" " "	2
1-21' MOTOR DORY	" " "	14
1-10' PUNY		

FRESH WATER TANK	B-103	3996	GALS	TONS F.W.	14.91
	B-104	3996			14.91
RESERVE FEED	C-101	6839			25.52
COFFERDAM	A-110	4475			16.70
	B-105	429			1.60
	B-106	429			1.60

DWL IS 9'-3" ABOVE MID B LINE & 9'-1" ABOVE BOTTOM DECK.

MAST 1 TO FORETOPPOST 75'-0"

TO BOTTOM OF TRUCK LIGHT 35'-10"

FROM BASE FOR RAIL AIRPORT LIGHT

SIGNAL VARY IN FORETOPPOST LIGHT

30'-0" FROM FORETOPPOST LIGHT TO TOP OF

FOR AIRCRAFT LIGHT PLATFORM 30'-0"

AFTER AIRCRAFT LIGHT PLATFORM 38'-0"

CENTRELINE OF FUEL SCAVENGER AT FR 152'-7 1/2"

Q OF AFTER SEARCHLIGHT AT FR 153'-5" (APPA)

TRUCK LIGHT (NO COVER) 22'-0"

TO MAST 10' ABOVE DECK LEVEL TO FR 161'-0" (APPA) 21'-0"

TOP OF MAIN DR PLATING AT 90W-11'-0"

TOP OF MAIN DR PLATING AT STERN 8'-11"

TOP OF AFTER DR PLATING AT FR 150'-14-5"

TOP OF MAIN SHIPSTAKE 38'-5"

CENTRELINE OF NO. 1 GUN AT FR 20'-20'-0"

Q OF NO. 2 GUN AT FR 21'-25'-4"

3-4 76'-25'-4" 1ST-20'-1" (APPA)

3' ANTI-AIRCRAFT GUN AT FR 161'-38'-0" (APPA)

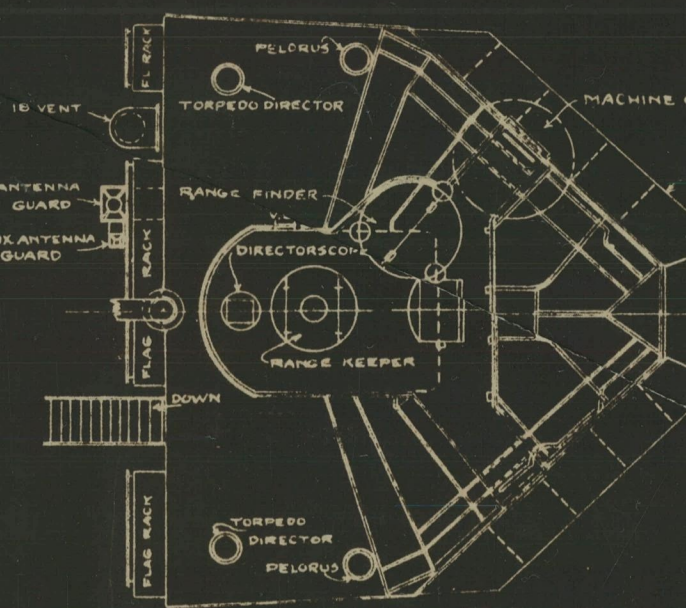
NO. 1 TORPEDO TUBE AT FR 161'-38'-0" (APPA)

NO. 2 110 PORT 14'-0"

NO. 3 110 STBD 11'-11"

NO. 4 127 1/2 PORT 13'-3"

TOP OF GALLEY DECK HOUSE



U.S.S. GREENE - DD266  
BRIDGES  
SCALE  $\frac{1}{8}'' = 1'-0''$

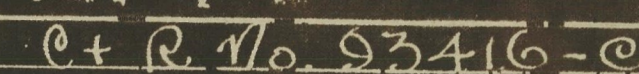
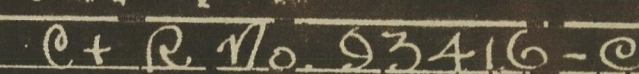
U.S.S. GREENE - DD266  
MAIN DECK  
SCALE  $\frac{1}{8}'' = 1'-0''$

CR No. 93416-T

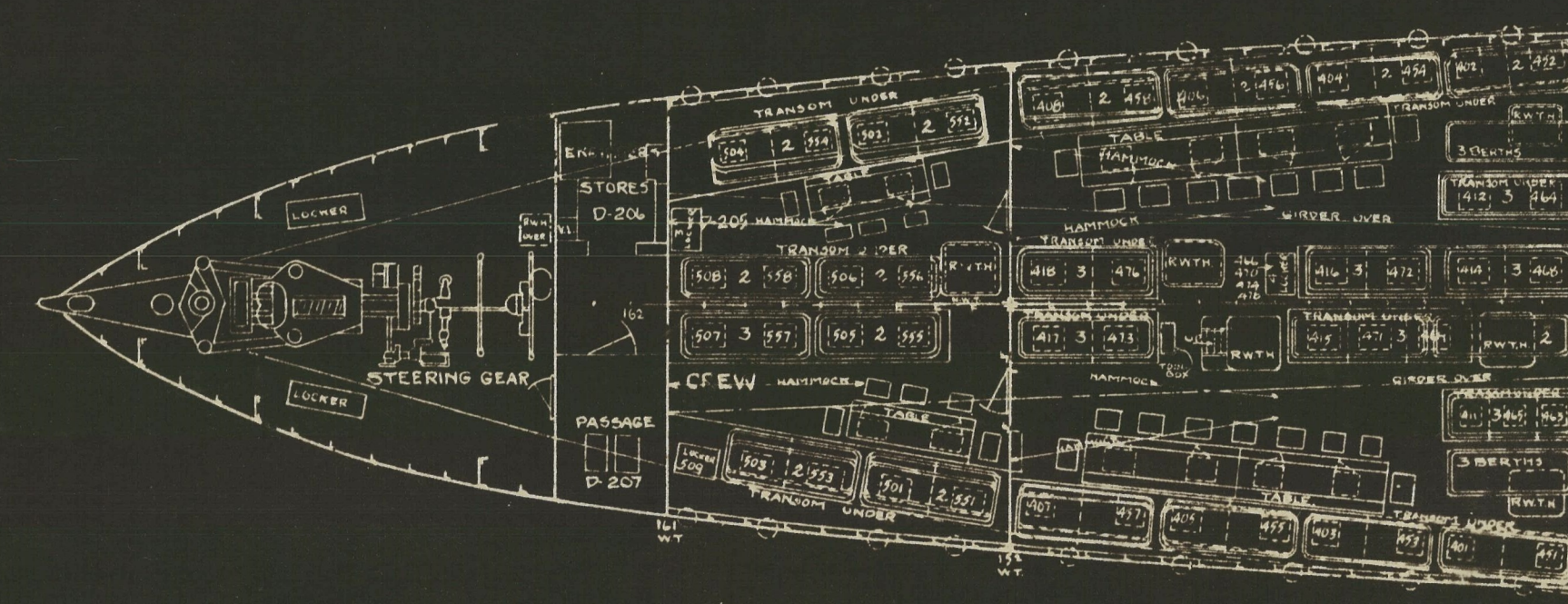
U.S.S. GREENE - DD566 - BOOKLET OF GENERAL PLANS

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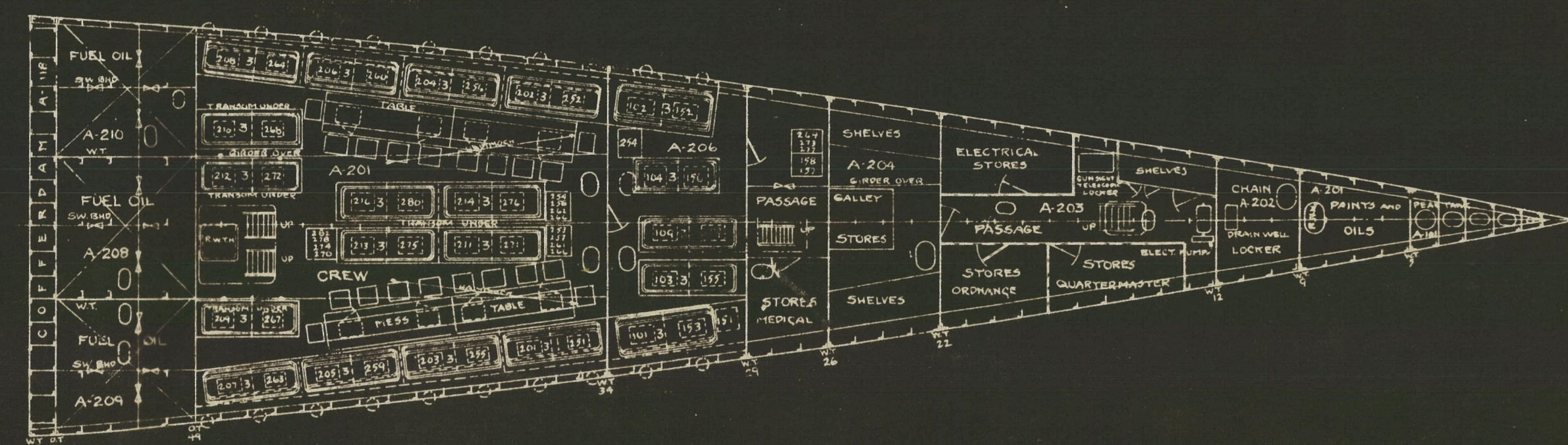




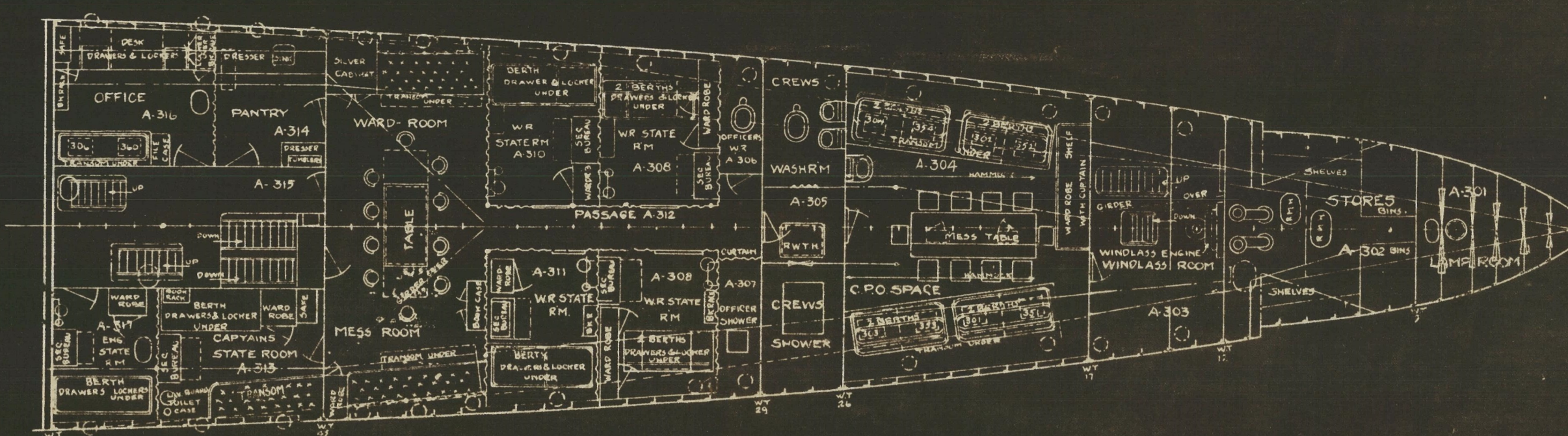




FIRST PLATFORM-AFT.

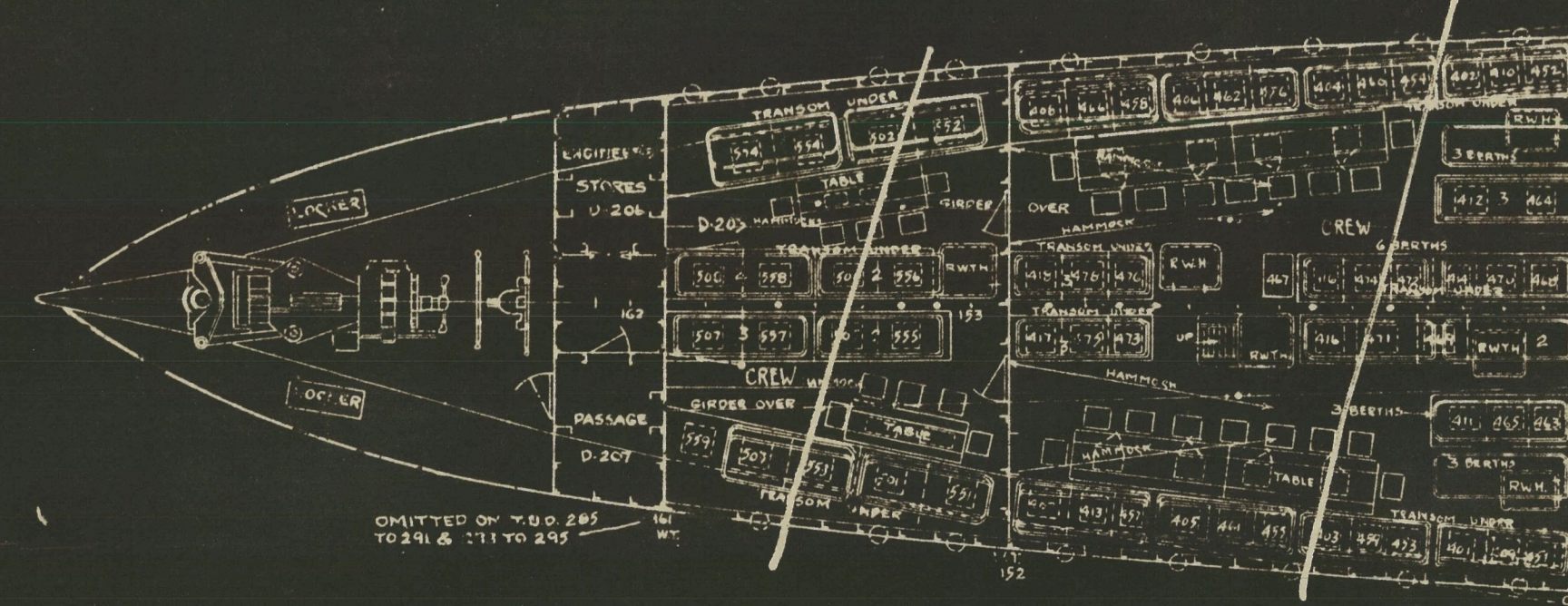


SECOND PLATFORM.

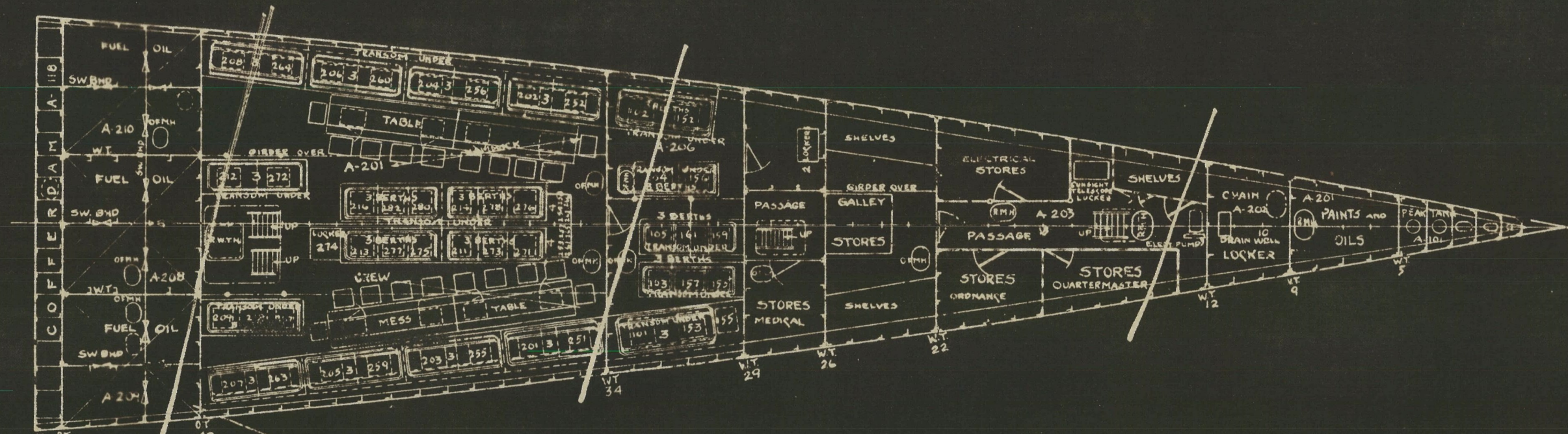


FIRST PLATFORM-FORD.

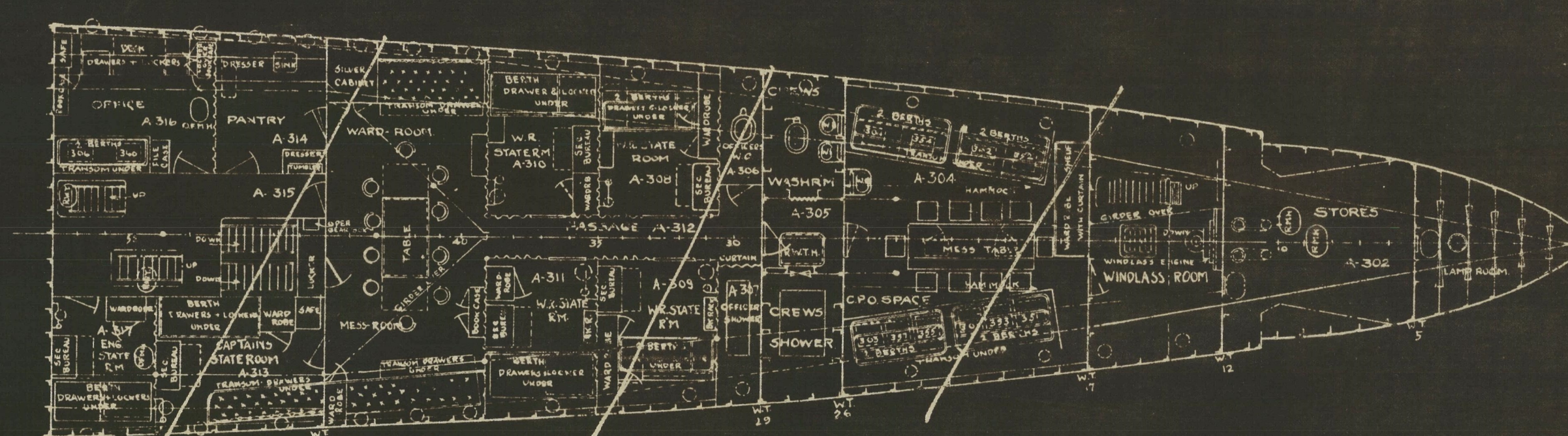
U.S.S. GREENE - DD 266  
PLATFORM DECKS  
SCALE 1/8"=1'-0"



FIRST PLATFORM-AFT.

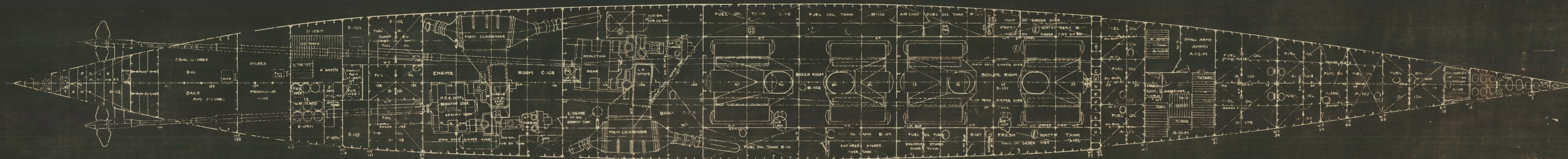


SECOND PLATFORM.

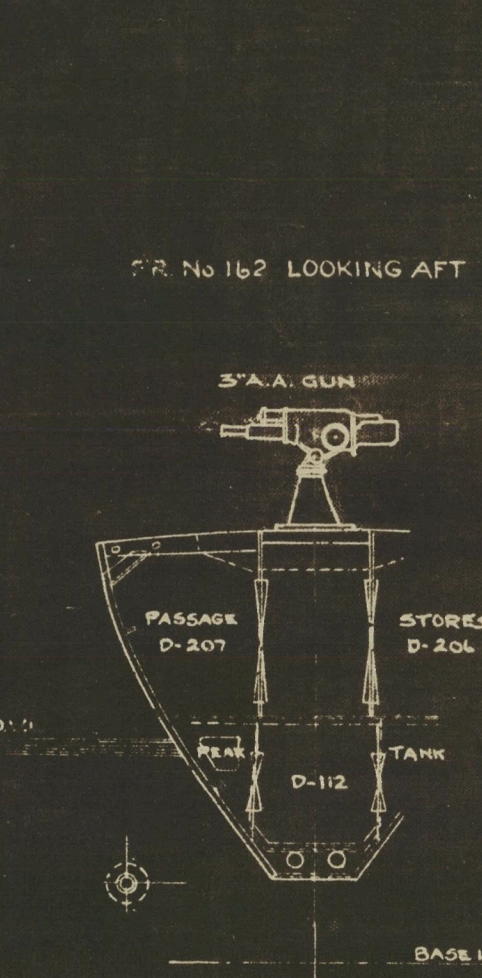
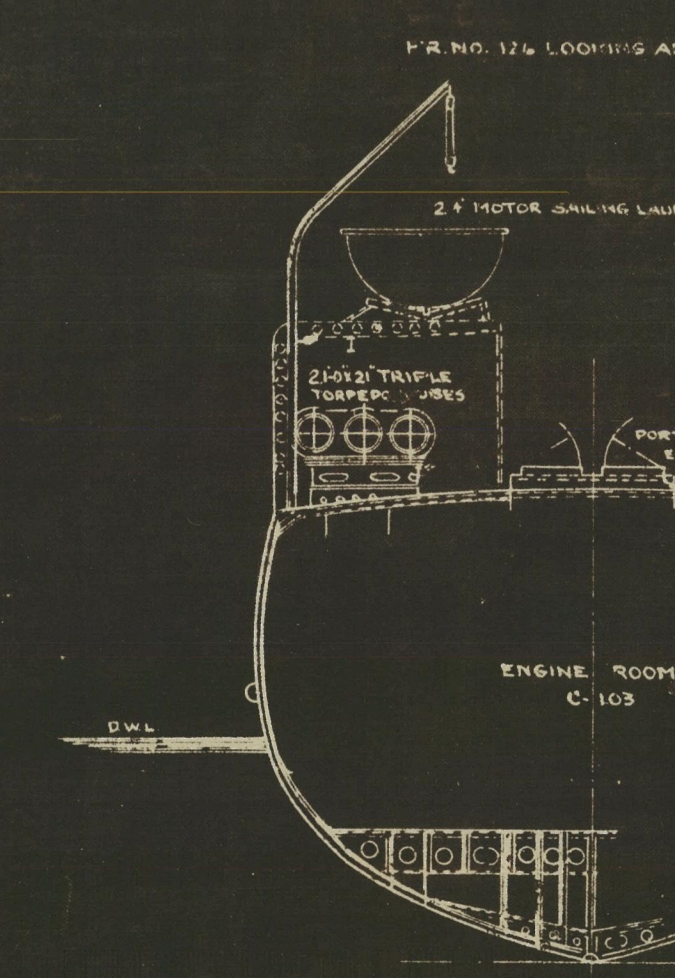
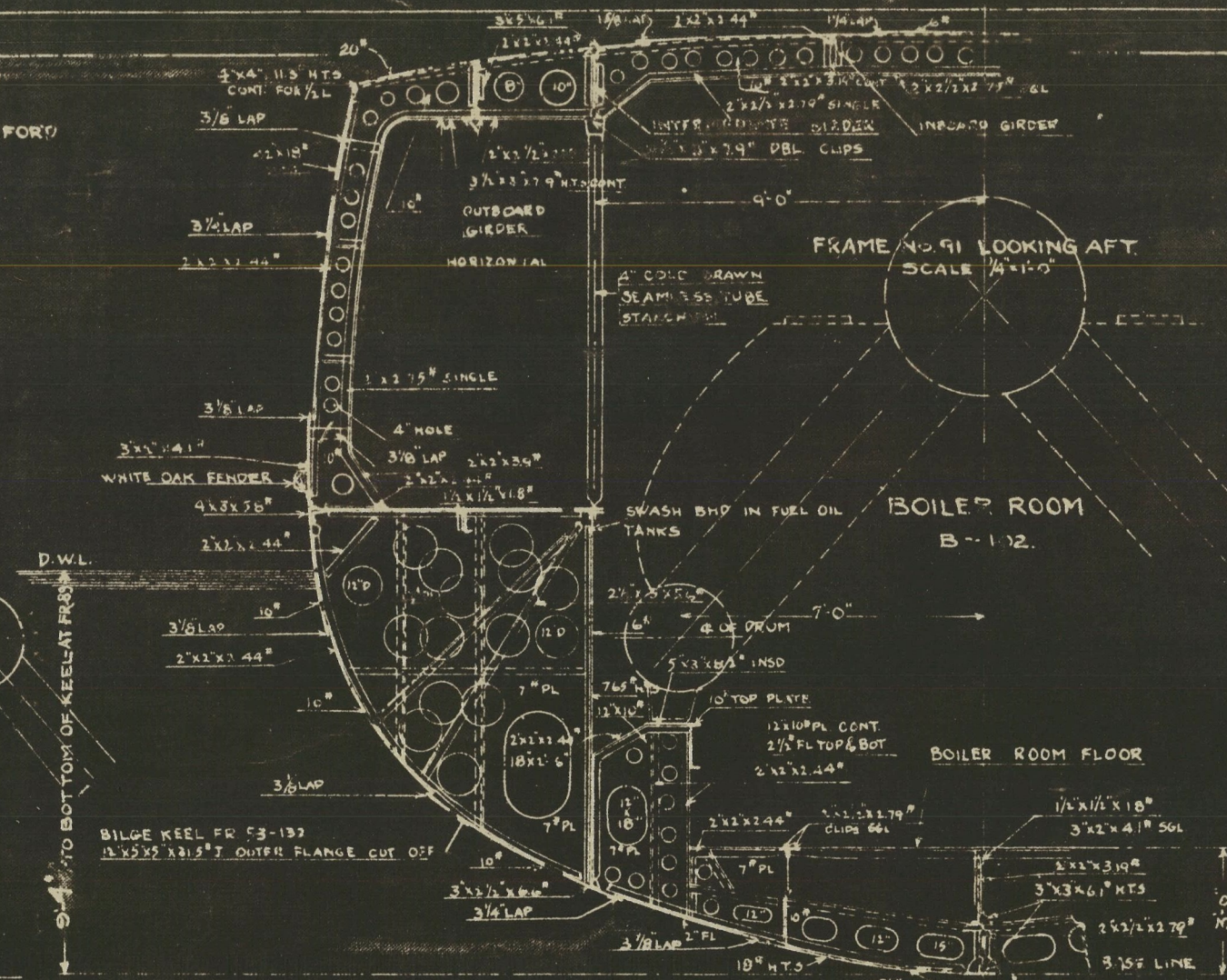
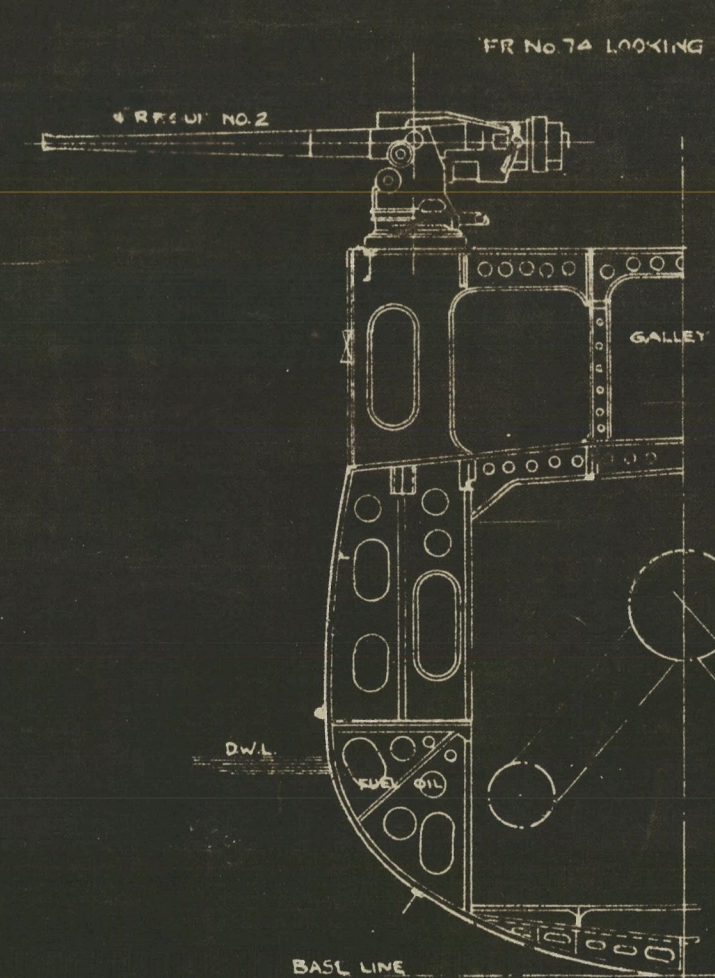
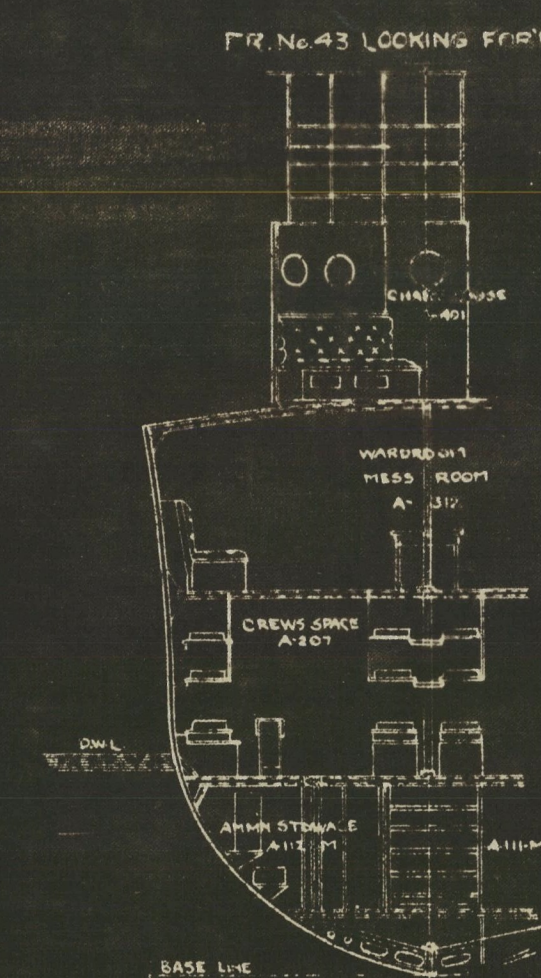
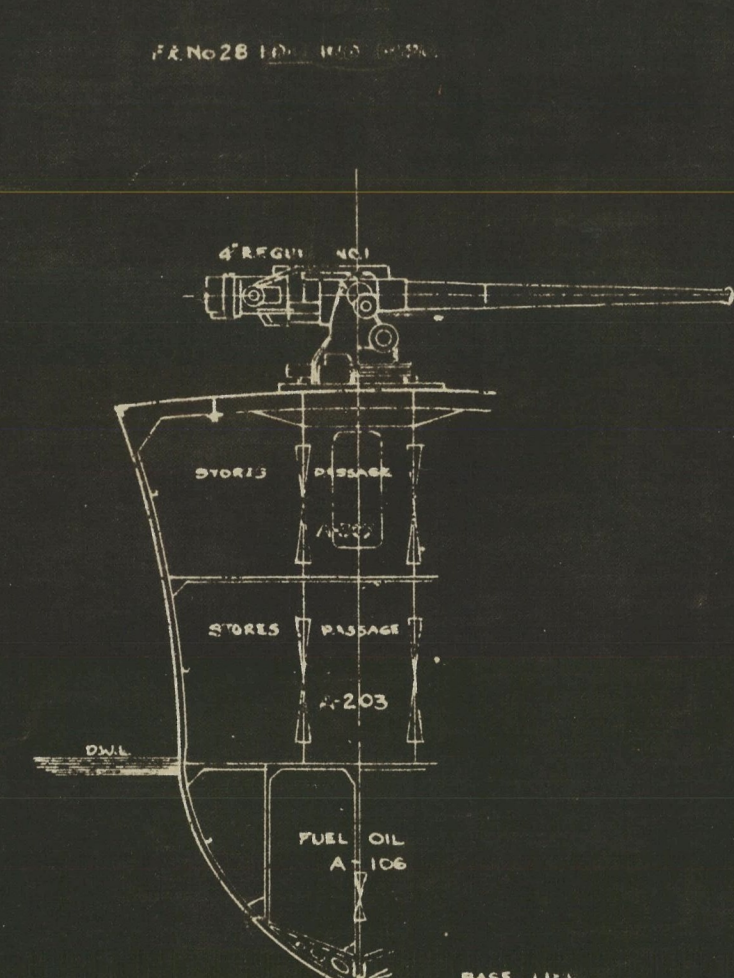


FIRST PLATFORM-FORD.

PLATFORM DECKS  
DRAWN BY 21-445



U.S.S. GREENE - DD 266  
HOLD  
SCALE 1/8"=1'-0"



U.S.S. GREENE - DD 266  
CROSS SECTIONS  
SCALE 1/8"=1'-0"